

# BookletChart<sup>TM</sup>

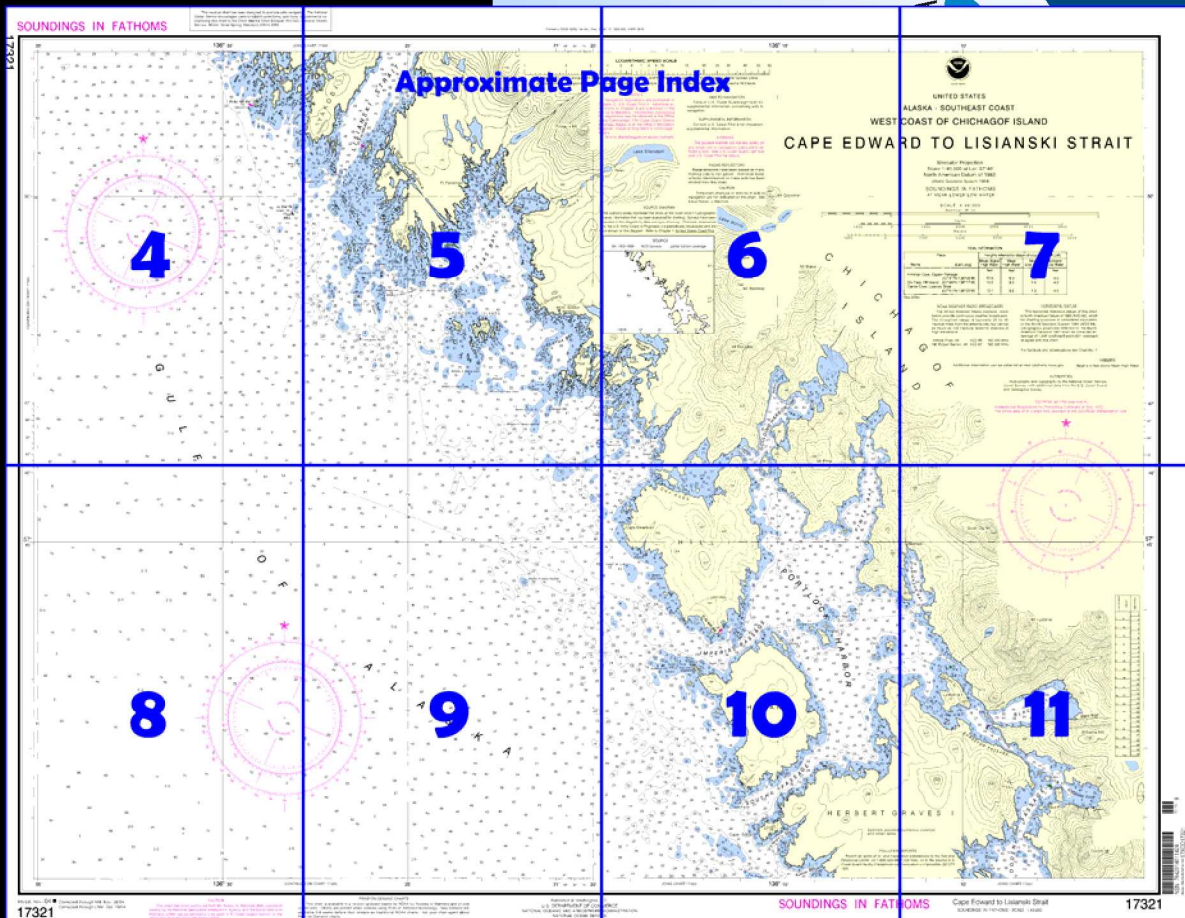
## Cape Edward to Lisianski Strait

(NOAA Chart 17321)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 8, Chapter 14 excerpts]

(55) **Surveyor Passage** is the passage that extends from Portlock Harbor to Ogden Passage NW of Kimshan Cove. Many submerged rocks are in the passage. A daybeacon marks a reef, that uncovers about 7 feet, on the NE side of the passage 0.4 mile SE of Lydonia Island. A rock awash is 50 yards off the NE shore in the narrow part of the passage about 0.5 mile SE of the daybeacon. **Lydonia Island** is a wooded island in the NW end of Surveyor Passage.

The channel W and S of the island is foul, and large vessels always use the E channel.

(56) **Minnie Reef**, marked by a daybeacon and which uncovers about 5 feet, is in the main channel N of Lydonia Island. The area between the reef and the island is very foul.

(57) **Black Bay** extends for 1.2 miles E from Surveyor Passage, and has two islands obstructing its entrance. The best passage into the bay is between Point Lydonia and the northernmost of these islands, although small boats can pass between them.

(63) **Portlock Harbor** is formed on its seaward side by Hogan Island and Hill Island. **Hogan Island** is almost flat-topped and timbered with scrubby growth. The shoreline is very steep and rocky, with practically no sand beach except for small coves, which are unfit for beaching any size boat. **Hill Island** is well timbered except in the NW section, which is almost a flat plateau sparsely wooded with scrub spruce. The highest point of the island is near the center. **Herbert Graves Island**, on the S side of the harbor, is sparsely wooded except for a high, wooded hill on the E part, which is a prominent landmark. The W half of the island is low and rolling with numerous small lakes and swampy areas. **Mount Lydonia**, on Chicagof Island E of the harbor, is a prominent landmark and the highest mountain in the vicinity.

(65) **South Passage** is between Cape Edward and **Point Hogan**, which is the S point on Hogan Island. Reefs extend for 0.3 mile S from Point Hogan.

(66) **Imperial Passage**, between Hogan Island and Hill Island, is the main entrance into Portlock Harbor. The group of islands off the NW side of Hogan Island form a good landmark; the outer ones are grass covered and the inner ones have a few trees. Two reefs, awash, are 500 yards W of the center of the outer islands. The N side of Imperial Passage is marked by **Hill Island Light** (57°43'42"N., 136°16'36"W.), 60 feet (18.3 m) above the water, and shown from a square frame with a red and white diamond-shaped daymark on the S end of Hill Island.

(68) Anchorage can be found in Portlock Harbor about 300 yards NE of **Sholin Island**, in 7 to 18 fathoms, rocky bottom.

(69) **Didrickson Bay** has its entrance on the E side of Portlock Harbor 0.7 mile NNE of **Lock Island**. Between submerged rocks and reefs on each side, the entrance is deep and clear. A 6-foot waterfall at the head of the bay can be seen from the entrance. Good anchorage can be had near the head of the bay in 5 to 16 fathoms, mud bottom.

(71) **Goulding Harbor**, at the NW end of Portlock Harbor, has two branches. **Baker Cove** is the N branch. The NE branch terminates in a shallow cove, bordered with sand and gravel flats.

(72) **Dry Pass**, the N passage from Portlock Harbor to the Pacific Ocean, is N of Hill Island. For 0.4 mile from the W end, the pass is less than 0.1 mile wide and is foul.

(75) The coast from Imperial Passage to Lisianski Strait is very irregular and characterized mainly by bold cliffs, rocky beaches, and many small islands, inlets, and bays. The immediate shoreline and larger islands are well wooded, but the rolling country back from the beach are stretches of open marsh with lakes or tidal lagoons. Two or three miles inland the mountains rise to elevations of 2,000 to 3,000 feet and are generally bare above 1,200 feet. **North Mountain**, about 1.8 miles to the N of Mirror Harbor, which is 4.3 miles N of Hill Island Light, is timbered to an elevation of about 1,600 feet and appears dark against the peaks beyond. As seen from the S it shows cone-shaped with a shoulder 220 feet lower that extends to E. **Mount Douglas**, a rounded double peak, is about 1.5 miles E from Mirror Harbor.

Dangers

(79) **Cormorant Island**, **Shag Rock**, **Grace Island**, **Middle Island**, and **Snag Island** form a group about 1.7 miles N from Cape Dearborn. **Fern Rock**, **Gull Rock**, and a rock awash midway between the two, are 270 yards N of Grace Island. **Davison Bay**, the bight E and NE of this group, has depths of 3½ to 15 fathoms.

(80) **Fleming Island** is 2 miles N of Cape Dearborn. **Mirror Harbor** is N of Fleming Island and has depths of 3 to 4 fathoms in the middle.

(82) **Skinner Island** is the largest of the outer islands of the group on the W side of the entrance to Mirror Harbor. A rocky islet is 300 yards W and breakers and foul ground extend 0.8 mile SW.

(83) **Caution Pass** is close E of Skinner Island. It is used by small local launches going to Bertha Bay.

# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Nov. 06/04  
Corrected through LNM Oct. 19/04

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## Mercator Projection

Scale 1:40,000 at Lat. 57°46'

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.349" southward and 6.601" westward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Althorp Peak, AK KZZ-86 162.425 MHz  
Mt. Robert Barron, AK KZZ-87 162.450 MHz

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

## PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

## TIDAL INFORMATION

Place Name (Lat/Long)	Heights referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Kirmshan Cove, Ogden Passage (57°41'N/136°06'W)	10.5	9.3	1.5	-4.0
Dry Pass, Hill Island (57°46'N/136°17'W)	10.2	9.3	1.4	-4.0
Canoe Cove, Lisianski Strait (57°51'N/136°25'W)	10.1	9.2	1.3	-4.0

(Sep 2004)

# SOUNDINGS IN FATHOMS

[illegible]

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~~SCALE 1:40,000~~  
Nautical Miles

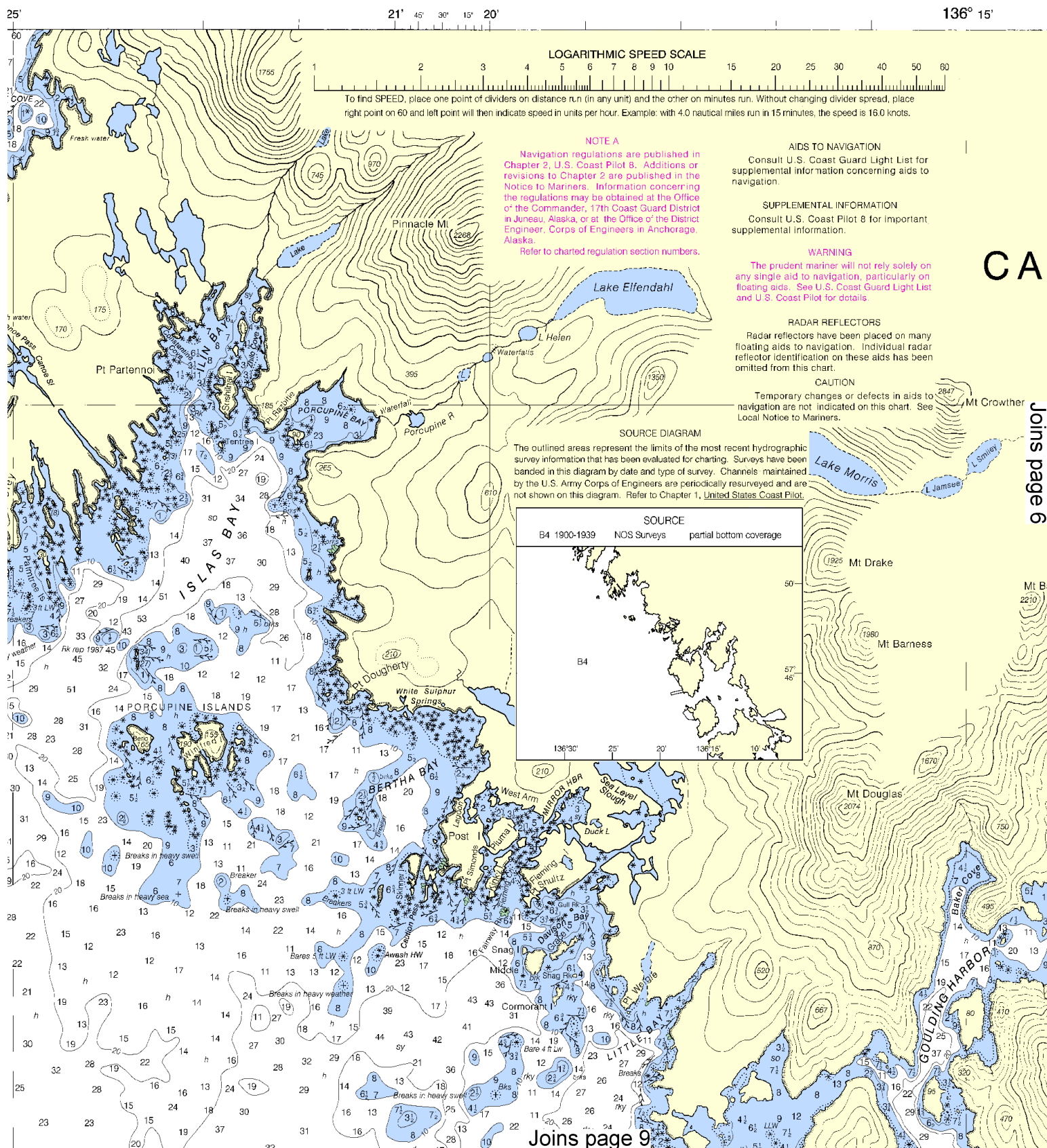
See Note on page 5.



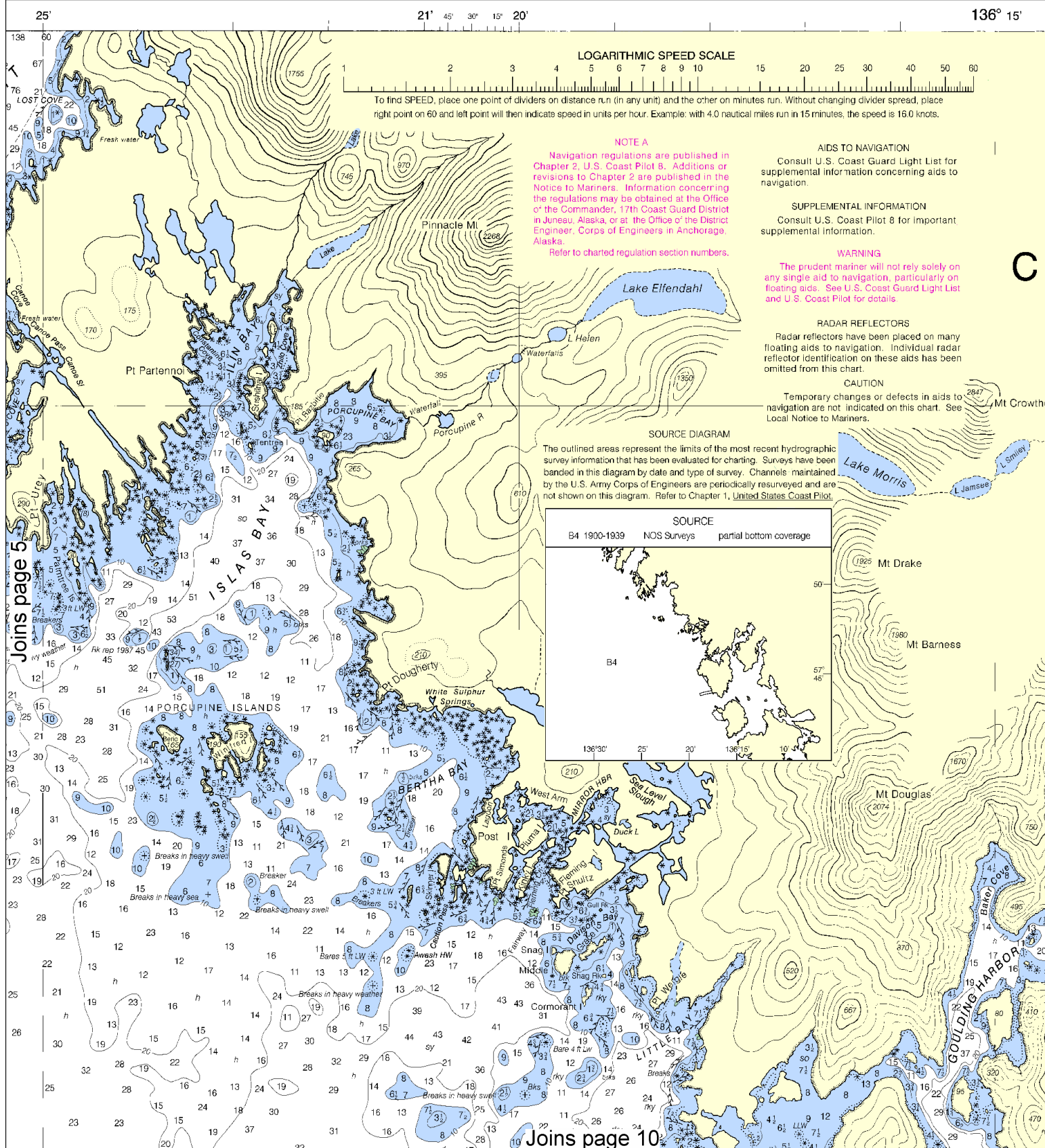
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This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



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North

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

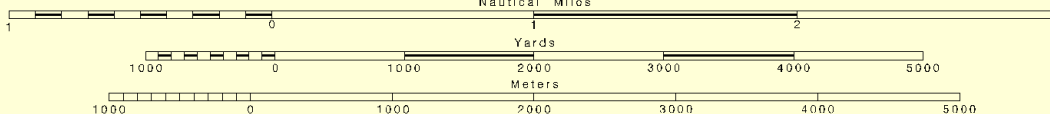




UNITED STATES  
ALASKA - SOUTHEAST COAST  
WEST COAST OF CHICHAGOF ISLAND  
CAPE EDWARD TO LISIANSKI STRAIT

Mercator Projection  
Scale 1:40,000 at Lat. 57°46'  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

SCALE 1:40,000



TIDAL INFORMATION

Place Name (Lat/Long)	Heights referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
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Dry Pass, Hill Island (57°46'N/136°17'W)	10.2	9.3	1.4	-4.0
Cane Cove, Lisianski Strait (57°51'N/136°25'W)	10.1	9.2	1.3	-4.0

(Sep 2004)

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For Symbols and Abbreviations see Chart No. 1

HEIGHTS

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

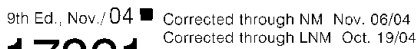
COLREGS, 80 1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Joins page 11



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**PRINT-ON-DEMAND CHARTS**

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PRINT-ON-DEMAND CHARTS

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

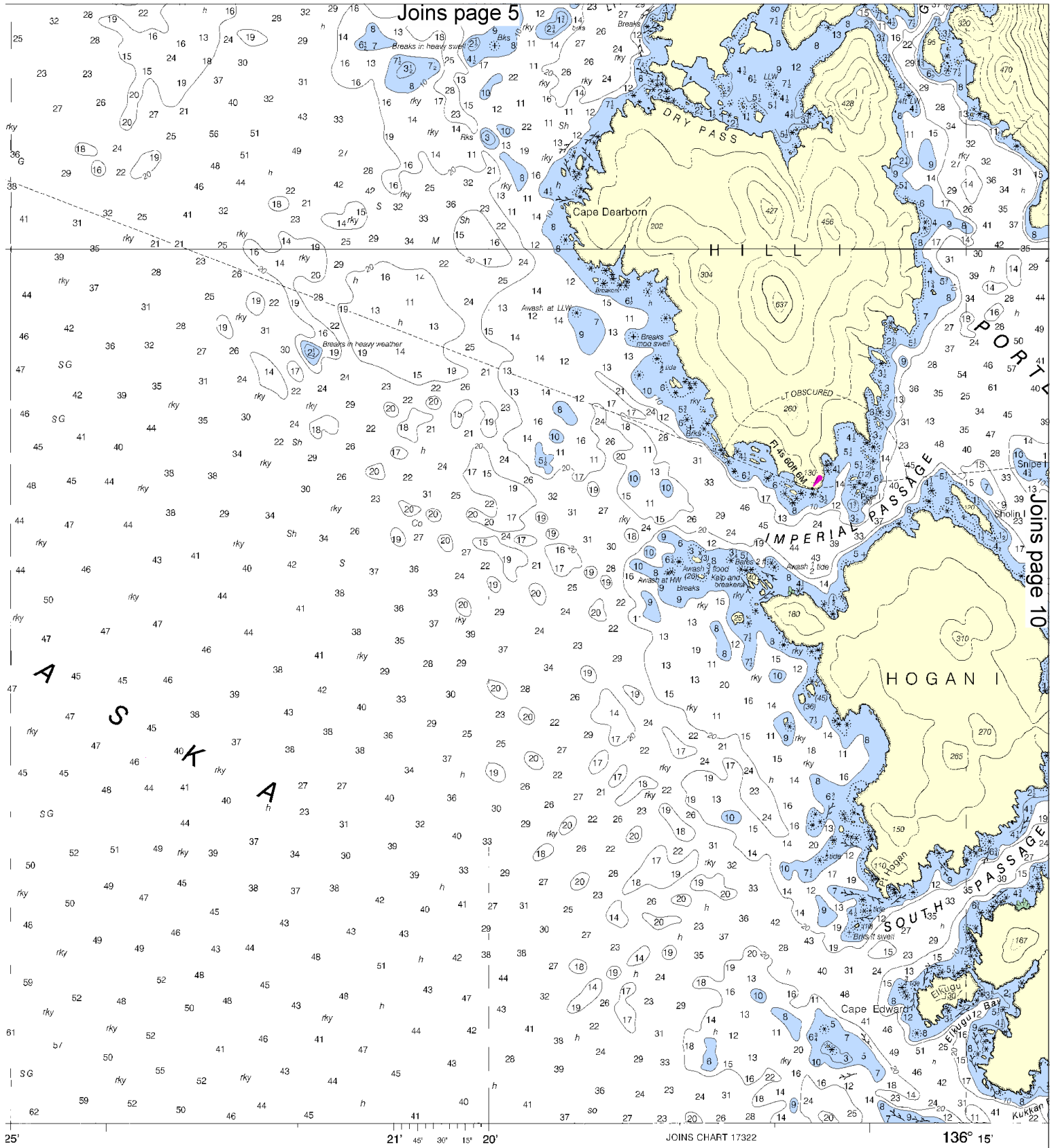
See Note on page 5.



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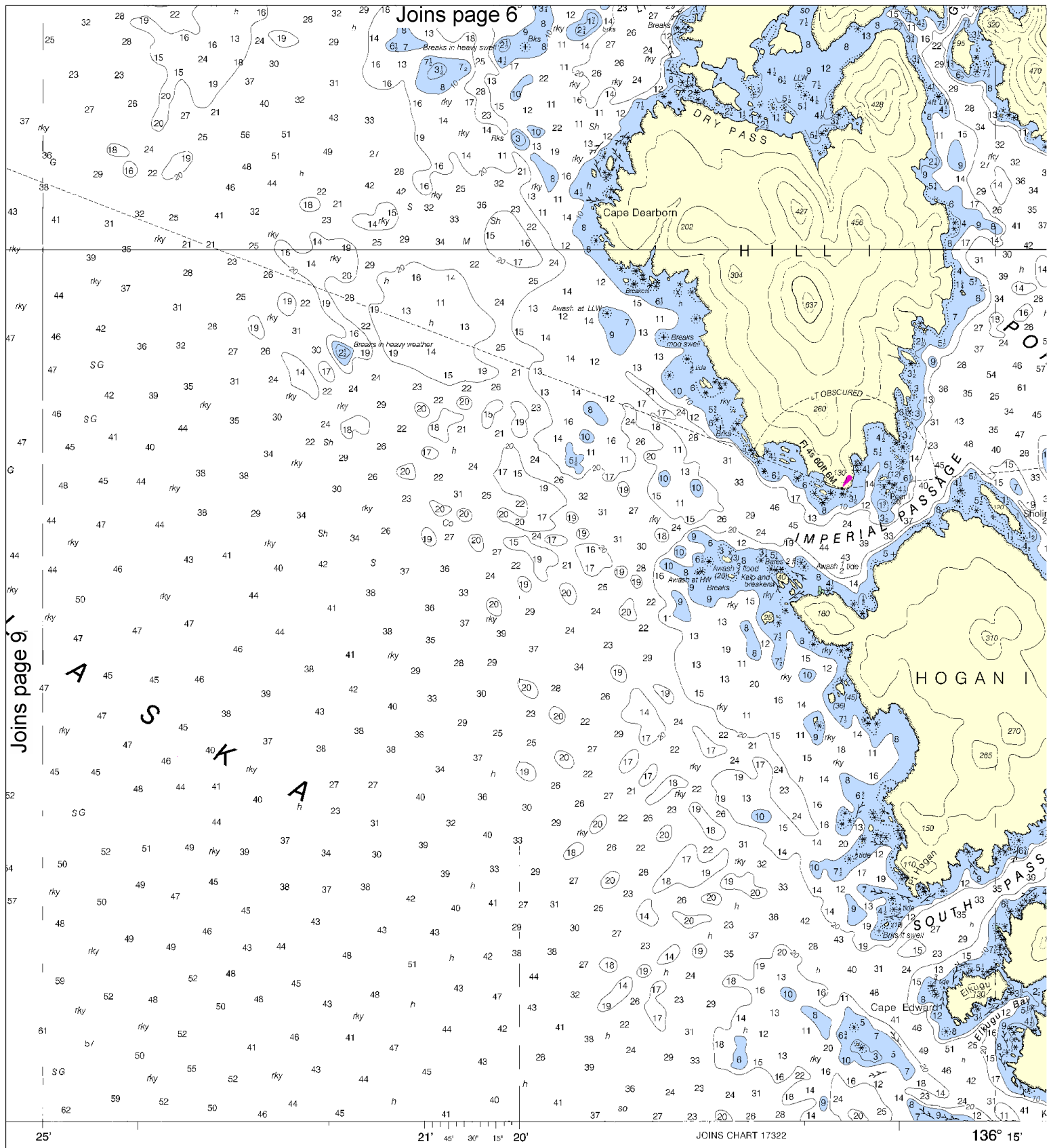






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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

SOUND



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NATIONAL OCEAN SERVICE  
COAST SURVEY

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10

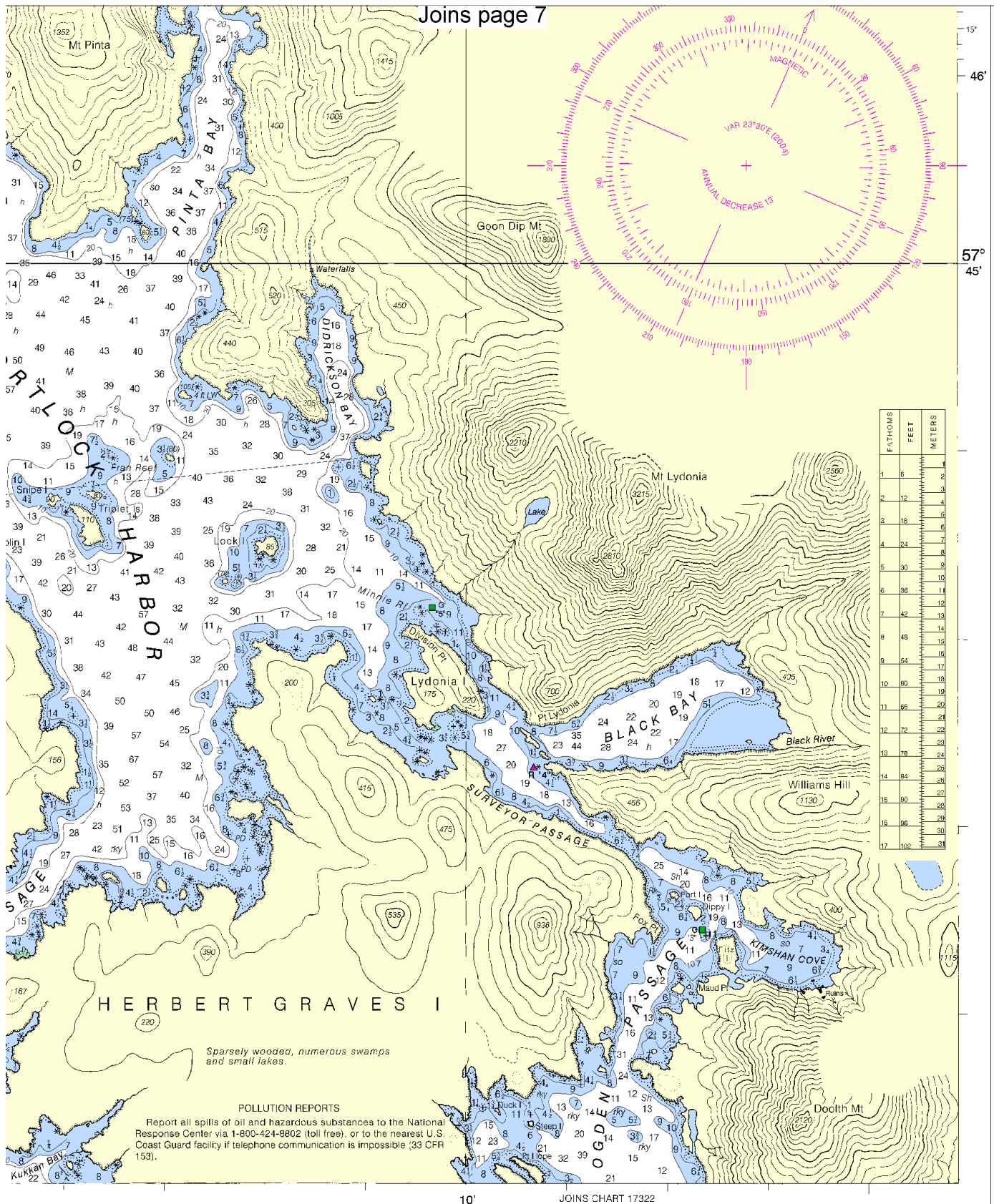


Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





FATHOMS	FEET	METERS
1	6	1
2	12	2
3	18	3
4	24	4
5	30	5
6	36	6
7	42	7
8	48	8
9	54	9
10	60	10
11	66	11
12	72	12
13	78	13
14	84	14
15	90	15
16	96	16
17	102	17

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-9802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

ED. NO. 9

NSN 7642014011424  
NGA REFERENCE NO. 17XCO17321

**SOUNDINGS IN FATHOMS**

Cape Edward to Lisianski Strait  
SOUNDINGS IN FATHOMS - SCALE 1:40,000

**17321**

**11**



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).